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**Footwear Management Company;  
Amended Certification Regarding  
Eligibility To Apply for NAFTA  
Transitional Adjustment Assistance**

In the matter of NAFTA—00252 Tony Lama Division, El Paso, TX; NAFTA—00252A Justin Boot Company, Fort Worth, TX; NAFTA—00252B Justin Boot Company, Cassville, MO; NAFTA—00252C Nacona Boot Company, Nacona, TX; NAFTA—00252D Justin Boot Company, Sarcoxie, MO; NAFTA—00252E Justin Boot Company, Carthage, MO

In accordance with Section 250(a), Subchapter D, Chapter 2, Title II, of the Trade Act of 1974, as amended (19 USC 2273), the Department of Labor issued a Certification for NAFTA Transitional Adjustment Assistance on November 14, 1994, applicable to all workers of the subject firm in El Paso, Texas.

At the request of the company, the Department reviewed the certification for workers of the subject firm. New investigation findings show that the production at Justin Boot Company in Sarcoxie, Missouri and Carthage, Missouri is integrated with the production at Justin Boot Company's plants in Fort Worth, Texas and Cassville, Missouri whose workers are certified by an amendment dated December 21, 1994 to the subject certification. The amendment was published in the **Federal Register** on January 4, 1995 (60 FR 482).

New findings show that sales, production and employment declined sharply at the Justin Boot Company's plants in Sarcoxie, Missouri and Carthage, Missouri in 1993 and 1994.

The intent of the Department's certification is to include all workers who were adversely affected by increased imports.

Accordingly, the Department is amending the certification to properly reflect this matter.

The amended notice applicable to NAFTA—00252 is hereby issued as follows:

All workers of the Tony Lama Division of Footwear Management Company, located in El Paso, Texas and all workers of the Justin Boot Company of Footwear Management Company in Fort Worth, Texas; Cassville, Missouri; Sarcoxie, Missouri and Carthage, Missouri and the Nacona Boot Company in Nacona, Texas who became totally or partially separated from employment on or after December 8, 1993 are eligible to apply for NAFTA-TAA under Section 250 of the Trade Act of 1974.

Signed in Washington, D.C., this 6th day of February, 1995.

**Victor J. Trunzo,**

*Program Manager, Policy and Reemployment Services, Office of Trade Adjustment Assistance.*

[FR Doc. 95-3646 Filed 2-13-95; 8:45 am]

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**[NAFTA-00325]**

**Regency Vegetable House Naples, Florida; Termination of Investigation**

Pursuant to Title V of the North American Free Trade Agreement Implementation Act (P.L. 103-182) concerning transitional adjustment assistance, hereinafter called (NAFTA-TAA), and in accordance with Section 250(a), Subchapter D, Chapter 2, Title II, of the Trade Act of 1974, as amended (19 USC (2273), an investigation was initiated on January 9, 1995 in response to a petition filed on behalf of workers at Regency Vegetable House in Naples, Florida. The investigation revealed that workers of Regency Vegetable House were separated in June 1994 when production ceased and that the firm packaged and sold vegetables to substantially the same customers as Regency Packing Company (NAFTA-TAA-00227). On January 31, 1995 an amendment was made to NAFTA-TAA-00227 to include all workers of Regency Vegetable House in Naples, Florida. Because the subject workers have been included in the amendment certification of NAFTA-TAA-00227, further information in this case would serve no purpose, and the investigation has been terminated.

Signed at Washington, D.C., this 1st day of February 1995.

**Victor J. Trunzo,**

*Program Manager, Policy and Reemployment Services, Office of Trade Adjustment Assistance.*

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**Occupational Safety and Health Administration**

**Advisory Committee; Establishment**

**AGENCY:** Occupational Safety and Health Administration (OSHA), Department of Labor.

**ACTION:** Notice of establishment of Maritime Advisory Committee for Occupational Safety and Health (MACOSH).

**SUMMARY:** The Secretary of Labor has determined that it is in the public interest to establish an advisory

committee to advise the Assistant Secretary for the Occupational Safety and Health Administration (OSHA) on issues relating to the delivery of occupational safety and health programs, policies, and standards in the maritime industries of the United States. The committee will provide a collective expertise not otherwise available to the Secretary to address the complex and sensitive issues involved.

**DATE:** Comments must be received on or before March 1, 1995.

**ADDRESSES:** Any written comments in response to this notice should be sent, in quadruplicate, to the following address: OSHA, Office of Maritime Standards, Room N-3621, U.S. Department of Labor, 200 Constitution Avenue, NW., Washington, DC 20210 (202) 219-7234, fax (202) 219-7477.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry Liberatore, Director, OSHA Office of Maritime Standards, Room N-3621, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210 (202) 219-7234, FAX (202) 219-7477.

**SUPPLEMENTARY INFORMATION:** MACOSH is intended to address the concerns of the entire maritime community, focusing on the shipyard and marine cargo (longshoring) handling industries. This committee will continue the efforts of the previously chartered Shipyard Employment Standards Advisory Committee (SESAC) as well as provide a more focused forum of ongoing discussions with the marine cargo handling community. The specific objectives of this committee will be to make recommendations on issues related to: (1) reducing injuries and illnesses in the maritime industries, (2) improving OSHA outreach and training programs through the use of innovative partnerships, and (3) expediting the development and promulgation of OSHA standards.

**Background**

Establishment of this advisory committee will enable OSHA to be responsive to the uniqueness of industries that have suffered economically as a result of any changes in the global market. This action is consistent with the President's initiative to make the U.S. shipyard and cargo handling industries competitive in the worldwide community. Furthermore, this committee will be able to focus on the resolution of those controversial issues, particularly those with international implications, that have impact in the shipyard and cargo handling communities. This committee will address the maritime community's